Amendments to the Specification:

Please amend the specification as follows:

Please replace the paragraph starting at page 6, line 12, with the following rewritten paragraph:

First, a value of a fuel-line water discharge flag (hereinafter called "FFW") [[FFW]] and a value of a fuel-line gas discharge flag (hereinafter called "FFG") [[FFG]] are read in (step S11). Here, if the fuel-line water discharge flag FFW is found to have a value of 1, this remains in a state wherein the fuel-line water discharge is permitted and, if the fuel-line water discharge flag FFW is found to have a value of 0, this remains in a non-permission state. Further, if the fuel-line gas discharge flag FFG is found to have a value of 1, this remains in a state wherein the fuel-line gas discharge is permitted and, if the fuel-line gas discharge flag FFG is found to have a value of 0, this remains in a non-permission state.

Please replace the paragraph starting at page 6, line 27, with the following rewritten paragraph:

In step S12, if the fuel-line gas discharge is found to remain in the non-permission state (FFG = 0), then, discrimination is made to find whether the fuel-line water discharge is permitted (step S14). In the absence of permission (FFW = 0), a value of a fuel-line temperature (hereinafter called "TF") [[TF]] measured by the temperature gage 39 and a value of an operating load (hereinafter called "W") [[W]] of the fuel cell 1 associated with the accelerator sensor 43 are read in (step S15).

Please replace the paragraph starting at page 6, line 33, with the following rewritten paragraph:

Subsequently, in response to the above fuel-line temperature TF and the operating load W, the amount (hereinafter called "WF") [[WF]] of condensed water that is collected is obtained (step S16). Then, from the resulting amount WF of collected condensed water, the amount (hereinafter called "SWF") [[SWF]] of water currently accumulated in the fuel-line water recovery tank 19 is calculated in the following formula (1) (step S17).

Please replace the paragraph starting at page 7, line 11, with the following rewritten paragraph:

Subsequently, discrimination is made to find whether the amount SWF of water calculated in a manner previously discussed exceeds a given value (hereinafter called "SLSWF") [[SLSWF]] (step S18) and if the water amount SWF is found not to exceed the given value SLSWF, present flow is terminated whereas, if the water amount SWF is found to exceed the given value SLSWF, then, a value of a fuel-line pressure (hereinafter called "PFOLD") [[PFOLD]] is read in response to the output of the pressure sensor 5 (step S19).

Please replace the paragraph starting at page 7, line 22, with the following rewritten paragraph:

In step S14, if fuel-line water has been already permitted to be discharged (FFW = 1), the fuel-line pressure is read in responsive to the output of the pressure sensor 5 and a resulting value is substituted for a variable PFNEW (step S21).

Please replace the paragraph starting at page 7, line 25, with the following rewritten paragraph:

Subsequently, a fuel-line pressure varying rate (hereinafter called "DFP") [[DFP]] is calculated in the following formula.

$$DFP = (PFNEW / PFOLD) / DT \cdots\cdots\cdots\cdots\cdots (2)$$

Here, [[DT]] "DT" represents a control cycle of present flow and, if DT remains in a fixed cycle, then DT may not be objectionable to be a constant whereas, if an execution cycle varies, use is made for an interval between preceding flow, that has been previously executed, and current flow to be executed ~~executed~~.

Please replace the paragraph beginning at page 7, line 32, with the following rewritten paragraph:

Using this calculated result, discrimination is made to find whether the fuel-line pressure exceeds a given value (hereinafter called "SLDFP") ~~SLDFP~~ (step S23). Here, if the fuel-line pressure drops below the given value SLDFP (step S23), that is, when the fuel-line pressure rapidly drops, it is probable that the formula (2) has a negative value large in an absolute value.

Please replace the paragraph beginning at page 8, line 24, with the following rewritten paragraph:

Subsequently, discrimination is made to find whether the fuel-line gas discharge is permitted (step S32) and, if no such permission exists (FFG = 0), then the operating load W associated with the accelerator sensor 43 is read in (step S33) to allow a value of a mixture ratio (hereinafter called "NR") [[NR]] of impurities contained in the current fuel-line correlated with the operating load W to be obtained (step S34).

Please replace the paragraph beginning at page 8, line 29, with the following rewritten paragraph:

Then, from the resulting impurity mixture rate NR, an impurity concentration index (hereinafter called "NC") [[NC]] is calculated using the following formula (step S35).

$$NC = NC + NR \cdots\cdots\cdots\cdots\cdots (3)$$

That is, in step S34, an impurity incremental rate per unit time is obtained as a function of the operating load W and is integrated in step S35.

Please replace the paragraph beginning at page 9, line 1, with the following rewritten paragraph:

Next, discrimination is made to find whether the calculated impurity concentration index NC exceeds a given value (hereinafter called "SLNC") [[SLNC]]]] (step S36) and, if the calculated impurity concentration index NC does not exceed the given value, preset flow is terminated whereas, if the calculated impurity concentration index NC exceeds the given value, the fuel-line pressure PFOLD resulting from the pressure sensor 5 is read in (step S37).

Please replace the paragraph beginning at page 9, line 12, with the following rewritten paragraph:

In step S32, if discharging of the fuel-line gas has been already permitted (FFG = 1), then discrimination is made to find whether a value of a fuel-line gas discharging flag (hereinafter called "FFG2") ~~FFG2~~ remains at 1 (during exhaust of fuel-line gas) or 0 (in which fuel-line gas is not still exhausted) (step S39) and, if FFG2 = 0, flow is routed to step S40.

Please replace the paragraph beginning at page 9, line 19, with the following rewritten paragraph:

In step S42, if discrimination is made that the fuel-line pressure drops below the given value SLDFP and discharging of water is terminated, it is judged that discharging of fuel-line gas is started and the fuel-line discharging flag FFG2 is set to 1 to set a value of a fuel-line gas discharge time measurement timer (hereinafter called "TMFG") ~~TMFG~~ is set to –DT. Here, DT has the same meaning as DT in the formula (2) and detailed description of the same is herein omitted.

Please replace the paragraph beginning at page 9, line 28, with the following rewritten paragraph:

In step S45, DT that is already described is added to the fuel-line gas discharge time measurement timer TMFG, and discrimination is made to find whether a resultant calculation result exceeds a given time interval (hereinafter called "SLTMFG") ~~SLTMFG~~ (step S46) whereupon, if the resultant calculation result is not found to exceed the given time interval, then present flow is terminated. If, in contrast, the resultant calculation result is found to exceed the given time interval, then discrimination is made that discharging of fuel-line gas has been terminated and FFG and FFG2 are initialized at 0 while, also, the fuel-line gas discharge time measurement timer TMFG is reset to 0 to allow the fuel-line water discharge valve 23 to be closed (step S47).

Please replace the paragraph beginning at page 10, line 12, with the following rewritten paragraph:

First, a value of an [[the]] air-line water discharge flag (hereinafter called "FAW") [[FAW]] is read in (step S51). If the flag FAW has a value of 1, this represents a status in that discharging of air-line water is permitted and, if the flag FAW has a value of 0, this represents a status in that discharging of air-line water is not permitted.

Please replace the paragraph beginning at page 10, line 16, with the following rewritten paragraph:

Subsequently, discrimination is made to find whether discharging air-line water is permitted (step S52) and, if no such permission exists (FAW = 0), then a value of an [[the]] air-line temperature (hereinafter called "TA") [[TA]] measured by the temperature gage 41 and the operating load W associated with the accelerator sensor 43 are read in (step S53).

Please replace the paragraph beginning at page 10, line 21, with the following rewritten paragraph:

Consecutively, the amount WA of collected condensed water is obtained in response to the above air-line temperature TA and the operating load W (step S54). Then, from a resulting amount (hereinafter called "WA") [[WA]] of collected condensed water, the amount (hereinafter called "SWA") [[SWA]] of water accumulated in the current air-line water recovery tank 13 is calculated using the following formula (4) (step S55).

$$SWA = SWA + WA \cdots\cdots\cdots\cdots\cdots (4)$$

That is, in step S54, a water increasing rate per unit time is obtained as functions of the air-line temperature TA and the operating load W and is integrated in step S55.

Please replace the paragraph beginning at page 10, line 33, with the following rewritten paragraph:

Next, discrimination is made to find whether the calculated amount SWA of water calculated as described above exceeds a given value (hereinafter called "SLSWA") ~~SLSWA~~ (step S56) and, if the calculated water amount is found not to exceed the given value, preset flow is terminated whereas, if the calculated water amount is found to exceed the given value, a value of an air-line gas discharge time measurement timer (hereinafter called "TMAW") [[TMAW]] is set to –DT and the air-line water discharge flag FAW is set to 1 to permit air-line water from being discharged while, further, resetting the amount SWA of water for

subsequent integrating of WA to zero (step S57). Here, DT has the same meaning as DT in the formula (2) and detailed description of the same is herein omitted.

Please replace the paragraph beginning at page 11, line 29, with the following rewritten paragraph:

Subsequently, discrimination is made to find whether the air-line gas discharge time measurement timer TMAW exceeds a [[the]] given time interval (hereinafter called "SLTMAW") ~~SLTMAW~~ (step S62) and, if not, flow is terminated in situ. In contrast, if the air-line gas discharge time measurement timer TMAW exceeds the given time interval SLTMAW, it is discriminated that discharging of water from the air-line water recovery tank 13 is completed, and the air-line water discharge flag FAW is initialized at 0 to close the air-line water discharge valve 37 (step S63).

Please replace the paragraph beginning at page 15, line 9, with the following rewritten paragraph:

In step S114 similar to step s14 in Fig. 3, if discharging of fuel-line water is permitted (FFW = 1), the operating load W of the fuel cell 1 and [[the]] a fuel gas flow rate (hereinafter called "Qf") [[Qf]] obtained in dependence upon the measured value of the fuel gas flow meter 45 are read in (step S120). Then, operation is executed to calculate a value of a [[the]] fuel gas consumption rate (hereinafter called "Qs") [[Qs]], resulting from consumption of the fuel cell 1, in relation to the operating load W that has been read in (step S121).

Please replace the paragraph beginning at page 15, line 18, with the following rewritten paragraph:

Subsequently, the flow rate of fuel gas consumed by the other component parts other than the fuel cell 1, that is a value of an [[the]] expelled fuel gas flow rate (hereinafter called "OVQ") [[OVQ]] is obtained in the following formula (5) (step S122).

Please replace the paragraph beginning at page 15, line 22, with the following rewritten paragraph:

Then discrimination is made to find whether a resulting value OVQ exceeds a given value (hereinafter called "SLOVQ") ~~SLOVQ~~ (step S123) and, if the resulting value exceeds the given value, the fuel-line water discharging FFW is reset to 0, to represent that fuel-line water has been discharged, whereupon the fuel-line water discharge valve 23 is closed (step S124) and present flow is terminated. Conversely, if OVQ does not exceed SLOVQ, present flow is terminated in situ.